

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 SSO-00 NSCE-00 INRE-00 USIE-00 CIAE-00

DODE-00 PM-04 H-02 INR-07 L-03 NSAE-00 NSC-05 PA-01

PRS-01 SP-02 SS-15 IO-10 EB-07 FAA-00 SAJ-01 ACDA-05

DOTE-00 EURE-00 /076 W

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O R 291417Z AUG 75

FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 2481

AMEMBASSY LONDON IMMEDIATE

USMISSION USBERLIN IMMEDIATE

INFO AMEMBASSY BERLIN

AMEMBASSY MOSCOW

USMISSION NATO BRUSSELS

C O N F I D E N T I A L BONN 14146

E. O. 11652: GDS

TAGS: PGOV, PFOR, EAIR, US, UK, FR, UR

SUBJECT: DIVISION OF RESPONSIBILITY IN BASC

REFS: (A) STATE 204204; (B) USBER 1759; (C) BONN 13857

1. IN AUGUST 26 DISCUSSION WITH US BONN GROUP REP, FRENCH CAA SAID BRITISH HAD TOLD PARIS THAT PROPOSAL TO DIVIDE RESPONSIBILITIES IN BASC ON BASIS OF NATIONALITY OF AIRCRAFT WAS ACCEPTABLE TO LONDON. PARIS, HE SAID, WAS INCLINED TO GO ALONG BUT NO DECISION HAD BEEN TAKEN (AS PARIS STILL HOPES FOR NORTH CORRIDOR).

2. FRENCH CAA, RECALLING THAT UK REFUSAL TO GIVE FRENCH THE NORTH CORRIDOR HAD BEEN EXPLAINED BY BRITISH ON BASIS OF NOT WANTING TO MAKE ANY CHANGES IN PROCEDURES IN BASC WHICH COULD GIVE SOVIETS EXCUSE FOR INSISTING ON DISCUSSION OF BROADER ALTERATIONS, SAID PARIS MIGHT POINT OUT TO LONDON THE INCONSISTENCY OF UK
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POSITION AND PRESS FOR NORTH CORRIDOR. IN ANY EVENT,

PARIS WAS INCLINED NOT TO MOVE TO EFFECT EITHER CHANGE UNTIL TIME OF IMPLEMENTATION OF MODERNIZATION PROGRAM (EARLY 1977, SEE BONN 9734) ON GROUNDS THAT ALL CHANGES IN BASC WOULD THUS OCCUR AT SAME TIME. PERIOD BETWEEN MOVE TO TEGEL AND IMPLEMENTATION OF MODERNIZATION PROGRAM IS SEEN AS "INTERIM PERIOD" WHEN NO CHANGES IN BASC SHOULD OCCUR.

3. FRENCH CAA ALSO NOTED INCREASE IN WORKLOAD OF FRENCH BASC CONTROLLER WHICH WOULD RESULT FROM MOVE TO TEGEL. HE SAID FRENCH WERE WELL AWARE OF HEAVY RESPONSIBILITIES AND HAD WORKED HARD TO MAKE THE REQUIRED PREPARATIONS. AT SAME TIME, HE SAID HE PERSONALLY AWARE OF INCREASED CHANCES FOR ERROR IN ANY SITUATION WHERE ADDITIONAL PERSONS ACT AS MIDDLEMEN IN PASSING INFORMATION.

4. COMMENT: IF FRENCH CAA IS ACCURATELY REFLECTING PARIS' VIEWS WITH RESPECT TO THE "INTERIM PERIOD," TRIPARTITE AGREEMENT EITHER FOR FRENCH TO TAKE OVER NORTH CORRIDOR OR FOR BASC RESPONSIBILITIES TO BE DIVIDED ACCORDING TO NATIONALITY OF AIRCRAFT WILL NOT IPSO FACTO RESOLVE ISSUE OF TIMELY AND ACCURATE PASSAGE OF FLIGHT INFORMATION, BUT WOULD BE A NECESSARY FIRST STEP.

5. WE APPRECIATE USBER'S POINT MADE IN PARA 3 REFTEL B AND SHARE DEPT.'S VIEW THAT APPROACHES IN LONDON AND PARIS ARE NOW WARRENTED. SHOULD THESE APPROACHES AS INSTRUCTED BY DEPARTMENT (REF A) FAIL TO LEAD FRENCH TO PROVIDE ADEQUATE COMMUNICATIONS WITH TEGEL, AND SHOULD A GREATLY INCREASED FRENCH CONTROLLER WORKLOAD AFTER THE TEGEL MOVE POSE A SERIOUS THREAT TO CONTINUED EFFECTIVENESS OF THE BASC, WE BELIEVE DEPARTMENT SHOULD CONSIDER RAISING QUESTION WITH BRITISH AND FRENCH EMBASSIES DIRECTLY.

6. GIVING NORTH CORRIDOR TO FRENCH STILL STRIKES US AS MORE DESIRABLE THAN DIVIDING RESPONSIBILITY ALONG

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LINES OF NATIONALITY OF AIRCRAFT. ASIDE FROM OTHER KNOWN CONSIDERATIONS, WE WOULD HOPE THAT GOF WOULD THEN BE MORE RECEPTIVE TO TAKING WHATEVER ACTION IN THE BASC WOULD BE REQUIRED. THAT IS WHAT NOW CLEARLY EMERGES AS THE ESSENTIAL STEP. END COMMENT.

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: BERLIN QUADRIpartite MATTERS, BERLIN AIR ACCESS
Control Number: n/a
Copy: SINGLE
Draft Date: 29 AUG 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: GolinoFR
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975BONN14146
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Film Number: D750299-1193
From: BONN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t1975082/aaaaabng.tel
Line Count: 113
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EUR
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 75 STATE 204204, 75 BONN 13857
Review Action: RELEASED, APPROVED
Review Authority: GolinoFR
Review Comment: n/a
Review Content Flags:
Review Date: 24 APR 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <24 APR 2003 by ShawDG>; APPROVED <28 APR 2003 by GolinoFR>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
06 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: DIVISION OF RESPONSIBILITY IN BASC
TAGS: PGOV, PFOR, EAIR, US, UK, FR, UR
To: STATE USBERLIN
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 06 JUL 2006